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CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

CD NO.

COUNTRY Germany (Russian Zone)

DATE DISTR. 17 October 1951

SUBJECT Carrying Capacity of Railroad Lines

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50X1-HUM

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- a. Carrying capacity of railroad lines in both directions during a 24-hour period, checked by order of the SCC in June 1951:

Gaschwitz-Boehlen	240 trains
Boehlen-Gaschwitz	158 trains
[REDACTED]	[REDACTED] trains
[REDACTED]	[REDACTED] trains
[REDACTED]	76 trains
[REDACTED]	76 trains
[REDACTED]	82 trains
[REDACTED]	164 trains
Weissenfels-Halle	178 trains
Halle-Leipzig	162 trains

- b. Carrying capacities of railroad stations in both directions during a 24-hour period checked by order of the SCC in June 1951:

Halle freight station	120 trains
Halle passenger station	120 "
Mersbach freight station	120 "
[REDACTED] passenger station	120 "
[REDACTED]	120 "
[REDACTED]	48 "
[REDACTED] railroad station	360 "
[REDACTED] Leutzsch	144 "
Leipzig-Plagwitz	96 "
Leipzig-Schoenefeld	96 "
Engelsdorf	120 "
Bersdorf	72 "
Wurzen	48 "
Gaschwitz	192 "
Neu Kieritzsch	120 "
Altenburg	96 "

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Pegau	48 trains
	72 "
	72 "
	48 "
Delitzsch Berliner railroad station	120 "
Delitzsch Sorauer railroad station	48 "
Bitterfeld	144 "
Dessau main railroad station	72 "
Dessau-Rosslau passenger station	72 "
Dessau-Rosslau passenger station	72 "
Wittenberg-Nord	36 "
Wittenberg-Sued	72 "
Eilenburg	48 "
Falkenberg near Halle	48 "
Falkenberg near Berlin	72 "

Trains are assumed to be composed of an average of 45 cars.
In the event of heavy load trains, the figures reported must
be reduced accordingly. *

The information on carrying capacities of railroad
lines is locally ascertained by order of the SCC Transport
Department. Information is based on the volume of traffic
handled on the railroad line sections mentioned on a specific day.
The figures therefore do not necessarily represent the maximum
capacities of the lines concerned. Compared with a former
performance chart of Soviet Zone railroad stations dated 1 December
1948, the carrying capacities indicated in the present report are
much higher. This increase of performance capacities is not
necessarily due to an improvement of the railroad line sections
concerned. It is much more probable that the lines carrying
capacities mentioned in the former report are due to a lesser
volume of traffic handled then.

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